The admirers of Miss Mulock's vigorous household novels will find no disappointment in these lively and graceful sketches of foreign travel. They are the fruit of three successive visits to Paris, Normandy, and Brittany, the last in the Autumn of 1869. touching lightly on the usual experiences of the tourist, with many piquant original side glances, and suggestive reflections on the pictures of French life and character which were presented in the course of her rapid journeys. It is only a little more than three years since the authoress left her native shores for the first time. Her first impressions of Paris were received in the sober, gray, comfortable shadows the ancient Rue St. Honoré. Its quaint, oldfashioned dignity had a kindly effect on her imagination, and in the mind's eye, she saw her French ancesters who once haunted its shops, buying brocades and fans, and high-heeled shoes, full-bottomed wigs, rapiers, and awords, and perhaps shed a few drops of conest Huguenot blood in the terrible days of St. Bartholomew. Plunging into the gay current of Paris life on one of the soft, warm, Spring evenings, which are among the delights of the brilliant capital, with the glittering shops of the Rue de Rivoli on one hand and the dim glow of the Tuileries gardens on the other, she found an entirely new sensation in the spectacle of the French crowd. All was so bright, so pretty, so gay, it felt like a scene in a play. The women in their neat, spotless white caps, even the poorest and plainest of them looking so clean, the men, acute of face, tidy in dress, and with so polite manners, afforded a sight of "sprightly pleasantness" in striking contrast with the gruff ways and tawdry dress of the populace in the streets of London.

The shops here—all witelows—with half the available stock exhibited therein—the best on the outside, as seem the universal way in Paris—these shops alone were pleasant sight, especially with maximum the shop-mistress saiting behind—well-dressed, well-looking—her salling behind—well-dressed, well-looking—her salling

to Normandy in the familiar, chatty style which at once calls forth a feeling of companionship, and makes us listen to her story as if she were talking with ns face to face. She is absolutely as free from pretension in the recital of her experience, as if she were recalling its events to her family circle, and if she now and then waxes a little presy and dull, it is no more than takes place in any natural conversarion among friends. Thus she tells us of her surprise at the infinite civility with which she was deprived of her liberty on the French railways. Her baggage was spirited out of her sight, and a small piece of crumpled paper given in its place. In another minute she was caught up, and penned in a double com-partment for first and second class passengers, as if they had been superior and inferior animals, where she had to stay till the doors were opened by a dilatory official. She took the occasion to study her fellow-passengers. They were of all sorts and classes. One was an artisan, with a pale young wife langing on his arm, and the keen, dark discontented look, which is so common among the French workmen, suggesting the terrible red "liberty cap" over his thick black hair, fierce eyes, and long mus tache. There were peasant women in short petticoats, wooden shoes, and the picturesque cap into which the high Norman head-dress has gradually dwindled. There were several nuns, or Sisters of Charity, common-looking women, but fresh, fat, and comfortable, and anything but interesting, except in their costumes. The priests whom you always meet with on the French reads, wore the regulation dress, the shovel hat, the round black capes, and the womanish black petticoat, with its long tail tucked up behind. They were evidently men taken out of the peasant ranks, with a warm feeling for the class from which they sprung but with very imperfect education, and little originality or grasp of mind. They did not look at all like ravening wolves, as they are sometimes represented by the no-popery alarmists, but more like silly old sheep whom only the warning bell round their necks could distinguish from the rest of the flock, good fellows, in fact, as ever breathed, who were glad to come and dine with you, whenever you asked them, making no difference between Catholic and heretic.

Apropos of dining, the authoress descants learnedly

on the character of that meal at the table d'hôte in

the little Norman city of Caen.

on the character of that meal at the table divice in the little Norman city of Caon.

The saile à manger is a large, square room, with glass doors—not whidows merely, but doors opening on to the street. It is furnished with a horse-shoe table and plenty of mirrors. Everywhere we noticed that, whatever else may be denient in French hotels, one is sure to find abundance of mirrors and ormola clocks. At first the room is empty, but gradually come dropping in about a dosen Frenchmen. Not that they look very French: you might take them for stout Yorkshire squires or Manchestor manufacturers. Few are bearded, hone clear seculed; indeed, here I heg to mention that in all my wanderings through France I was never once annoyed by smoking, which appeared much less general than in Eugland. Freshnity more guests appear—lasiles also, who hang up their homets on the page behind, and take their puaces unconsernedly at the table, as if it were their catablished custom. A few seem to know one another, and begin conversation; but mostly the table is very quiet, and ever body's attention seems concentrated on the business of dinaer.

A word here on these French dinners. Lown, at first, they were to me a deep mystery. What could be the use of taking twelve different mouthfulls of twelve succasive dishes? Why on earth could not one eat the ment and portatoes together, instead of gazing hungrily at a small fragment of rold sitting forlors in the middle of one's plate, to be followed, at long intervals, by a bute of fried portatoes and two tea-specusful of sorrel or spinach? It seemed such an avial waste of timend appetite. I will not deny, there have been moments when a good silee of roast beef and two honest petatoes, or even a substantial piece of bread and cheese and a glass of milk, and then to rise at once, one's dinner done, would have been a state of things quite paradiacial. But shortly there grew to be a certain charm in these lengthy mads—these militarious, varied, delicately-cooked dishes—in which one was always wondering

One feature of French life which left a most agreeable impression on the author, was the habits of industry which prevailed among the women both in the cities and the rural districts. They all help to make the pot boil, which is a pretty certain way to secure the Sunday chicken in it. Honest labor is counted no disgrace, and there are few idle hands for Satan to keep in mischief.

for Satan to keep in mischief.

We bade adieu to Caen—sweet, pleasant town, which for us will always seem to lie in the sunshine in which we left it—and took our bidiets de soyage for Rouen, from a very courteeus and elegant young lady appointed to that task. Much it amazed us to see continually on French railways these female officials, down to signal-women and points women, who at country stations stood, flag in hand, solemnly attentive to duty, and perhaps doing it as well as most men. Undoubtedly, French women of all classes have in one thing far more common sense than ours—they know how to work, and they are not ashamed or working. They do not fold their hands in genteel dependence upon fathers, biothers, and husbands—they help them whenever they can. Nor does society consider such help a disgrace to either side. Madame, the wife of the bodiquier, continually presides in her shop in the most energetic, accurate, and, withat, lady-like manner; and I have known refined and educated gentlewomen who managed, and managed admirably, the whole accounts of both family and farm, nor thought themselves lowered by such an occupation. In this, too, we might take a leaf out of our neighbor's book with considerable advantage.

Upon making a second visit to Paris in the Spring

Upon making a second visit to Paris in the Spring of 1868, Miss Mulock finds that the illusions of the gay capital had lost not a little of their enchantment. The whirl and noise of " the marvelous, beautiful, dreadful city " made her almost wild. She began to suffer under " a calenture of longing for green trees, soft grass, and silence," for the want of which Paris had nearly become a Pandemonium. A day out from the city in pursuit of some "quiet, unknown spot, where for a few hours, she might escape into blessed country peace," brought her to the quiet old town of Chartres, which had been strongly recommended " because nobody ever went there." Entering the market-square, the Place des Epars, as our guide-book informed us, we found it occupied by a

large horse-fair, carfied on apparently just as it may have been carried on for centuries.]

It was very different from an English fair—one could hardly say in what: still, there was a general outlandish ness about everything, which probably strikes people who have spent all their lives at home more sharply than it would those accustomed to foreign traveling. The very horses seemed tied up in a different way—and here I must protest that it was in a much crucier way—by ropes fastened round the under lips instead of the ordinary haiter. I am sure if they could protest against it they would, even though their very neighing had been in French, as we fancied it sounded.

must protest that it was in a mine tract, and from fastened round the under lips instead of the ordinary haiter. I am sure if they could protest against is they would, even though their very neighing had been in Fronch, as we fancied it sounded.

The men who attend them were like—and yet how unlike—the same set of men which one finds at an English fair. Equally unlike—as different as Buckinghamshire plowmen from Cockneys—were they from the Parisians we had left 50 miles behind. The whole type of race had changed. The sharp city face, and small wiry, active frame was merged into a larger limbed, honest loutshness; not the same as British loutishness, but still essentially provincial, and—dare I say it!—refreshing accordingly. It was quite comfortable to look at those tanned fellows, big and brawny, rosy, and lighthaired, lounging about in their blue blouses and coornous sabots, and chattering to one another in that awful putois, of which we could only catch an intelligible word here and there. There were only left men enough to guard the beasts, the remainder, farmers, horse-dealers, or, as they would be called in Scotland, horse-coupiers, being absent at their dejenser; for it was between II and II in the foremon.

Now nothing strikes one in different countries mere curiously than the difference in feeding. Only imagine taking a British larmer at a fair, and setting him down to a minday meal of coffee, bread and builter, a few apples, or a bottle of sin ordinaire. Yet I declare, in all the cating-houses we passed, the Cafe de France, de Monarque, and several others, which surround the Place des Epars, and peering into whose wide glass windows we saw were filed with customers, I perceived no other kind of food or drink. And the consumers were stout, healthy men, large limbed and strong made. As they are their distribution of bread, and quaffed their innocent drink, they seemed just as merry, my, jolly as a lot of English and Northamely, he succumbs to the influence of that wonderfully masty compound, eider-brand

The volume will be read with peculiar interest at the present moment for its vivid pictures of the French rural population just before the commencement of the war which has given a new expression o the whole aspect of society in France. The cheerful spirit of the author imparts a constant charm to her descriptions, while her admirable good sense and reflective habits inspire confidence in her opinions, and clothes her statements with a value and importance that rarely attach to the rapid sketches of the

ALICE CARY.

Died Feb. 12, 1271. " He Giveth His Beloved Sloop." Just when the dreary Winter is departing And happy Spring is almost in our sight, the goes from Earth through Death's deep-shadowed

That seems to us as night.

Yet, surely when a Star like this, that leaves us Doth shed its gentle light o'er that strange way, It changes Death's dark night-time by its glory

Who goes from Earth with Spirit all unsullied Of hardness to the Poor, thought free of sin, Beholds an Angel standing near the Portal Who sayeth: "Enter in."

There redelent, from flower-lands immortal, The air is stirred by music of the Blest Through which His Voice most lefty and most perfect Speaks "Rest, Eternal Rest!"

Ab, calm beyond our utmost comprehending, The tender peace that our dear Lord bestows!-To those who trust-whom He calls " His Beloved,"

He giveth sweet repose.
ESMERALDA BOYLE. Washington, D. C., Feb. 12, 1871.

> From The Atlantic for March. MARGUERITE. BY JOHN G. WHITTIER.

MASSACHUSETTS BAY, 1760 THE robius sang in the erchard, the buds into blossoms

Little of human serrow the buds and the robins knew ! Sick, in an alien household, the poor French neutral lay Into her lonesome garret fell the light of the April day, Through the dusty window curtained by the spider's

warp and woof, On the loose-laid floor of hemlock, on oaken ribs of roof, The bed-quilt's faded patchwork, the teacups on the stand.

The wheel with flaxen tangle as it dropped from her sick What to her was the song of the robin, or warm morning

As she lay in the trance of the dying, heedless of sound or sight ! Done was the work of her hands, she had eaten her bit-

The world of the alien people lay behind her dim and But her soul went back to its child-time: she saw the sun

With gold the Basin of Minas and set over Gaspereau. The low, bare flats at ebb-tide, the rush of the sea at

Through inlet and creek and giver, from dike to upland

The gulls in the red of morning, the flah-hawk's rise and The drift of the fog in moonshine over the dark coast

She saw the face of her mother, she heard the song she And far off, faintly, slowly, the bell for vespers rang!

By her bed the hard-faced mistress sat smoothing the wrinkled sheet, Peering into the face so helpless and feeling the ice-cold

With a vague remorse atoning for her greed and long By care no longer beeded and pity too late for use.

Up the stairs of the garret softly the son of the mistress stepped. Leaned over the head-board, covering his face with his hands, and wept.

Outspake the mother who watched him, sharply, with brown-frown. What I love you the papist, the beggar, the charge of the town ?"

Be she papist, or beggar, who lies here, I know and Goo I love her, and fain would go with her wherever she goes

O mother! the sweet face came pleading, for love so You saw but the town-charge; I knew her God's angel

Shaking her gray head, the mistress hushed down a hitter cry: And, awed by the silence and shadow of death drawing nigh,

She murmured a Psalm of the Bible, but closer the young girl preased With the last of her life in her fingers, the cross to her

breast. My son, come away," cried the mother, her voice cruel

She is joined to her idols like Ephraim; let her alone!" But he knelt with his hand on her forehead, his lips to And he called back the soul that was passing: "Mar

guerite, do you hear ?" She paused on the threshold of heaven; love, pity, surprise, Wistful, tender, lit up for an instant the cloud of her eyes.

With his heart on his lips he kissed her, but never her cheek grew red, And the words the living long for he spake in the ear of the dead.

And the robins sang in the orchard where buds to blos soms grew; Of the folded hands and the still face, never the robins knew!

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WINTER ARRANGESISTIS, encountening in Danville with Doubles Research, at Better with Charles Branch, at Water-loo with Research, at Service and Christopher st. (In Andrews and Norther, at Waterloo with Passes E. R. for Markey and Research, at Water-loo with Stream, and Water-loo with Sunsex E. R. for Water Gap, Servicializer, Sermation, Great Bend, Hinghamide, Eyra
zer, and Oserges, and all position on the Leckwayana and Management. for Water Cap, Scrowlander, Sermiton, Greet Bend, Simphunion, Syra-case, and Cheveren, and all points on the Lenkawanna and Hlocandoury and belawage and Helmon R, Heads. Held a. in., LRMHGHI WALLIEF EXPRESS alone at Newsch, Morris-town, Dorse, Headertson, Washington Phillipsharp, and Hardent con-necia at Phillipsharp with Hell, Del. R. for Helvidere, the, and at Reston with L. V. M. R. for Edithelms, Allentown, Mancie Chinak, and He, NEWARK, at 6:30, 7:30, 8:50, 8:40, 9:10, *10:10, 19:30, 17:50, 17:50, and 17:40 a.m., *1:50, 2:50, *1:50, 3:20, 3:50, 3:50, 4:50, 4:50, 5:50, 5:10, 5:50, 5:50, 6:50, 6:50, 6:50, 6:50, 9:50, 8:50, 8:50, 4:50, 4:50, 4:50, 4:50, 4:50, 8:50 THE RAILWAY.—TRAINS Leave Depots foot of Charakerset, and foot of 23det., as follows:

Through Engress Trains have Chamberset, at 7s am., 11 a. m., 5:30 p. m., and 7 p. m., delly, Leave 12det, at 5:45 a. m., 10:45 a. m., and 5:15 and 6:45 p. m., daily, Leave 12det, at 5:45 a. m., 10:45 a. m., and 5:15 and 6:45 p. m., daily, Leave 12det, at 5:45 a. m., 10:45 a. m., and 5:15 and 6:45 p. m., daily, Leave 12det, at 5:45 a. m., 10:45 a. m., and 5:15 and 6:45 p. m., daily, Leave 12det, at 8:45 a. m., 10:45 a. m., and 5:15 and 6:45 p. m., daily foot Caseless accompany the 16 a. m., train from New York to Harlie, and the 7 m. train from New York to Harlie, and the 7 m. train from New York to Harlie, and Linchnani. As Engrenat Train Leave daily at 7:45 p. m., (23det, 4:15 p. m.)
For Middletown and Way, 4:30 p. m. (23det, 4:15 p. m.); and, Sundays cells 4:30 a. m. (23det, 5:15 p. m.); and, Sundays cells 4:30 a. m. (23det, 5:15 p. m.)

Not only 3:30 a. m. (134 st., 7:15 a. m.)

For Otisville and Way, at 7:70 a. m. (23d-st., 7:15 a. m.)

For Newburgh and Way, at 9 a. m., 3:30 and 4:30 p. m. (23d-st., 3:45 a. m.)

For Suffern and Way, 5 and 6 p. m. (23d-st., 4:45 and 5:45 p. m.)

For Otisfern and Way, from 23d-st., 5:40 at 9:43, 9:45, and 11:45 m.

**The Partice on and Way, from 23d-st., 5:40 p. st., 10:45, 9:45, and 11:45 m.

**Suffern and Way, from 23d-st., 5:50, and 6:45 p. st., 5:50, and 6:45 p. st., 5:50, and 6:45 p. st., 5:50 an For Suffern and Way, 5 and 6 p. m. (23d-st. 4:45 and 5:45 p. m.) Provider Train, "11-25 p. m.)

From Paternon and Way, 5 m. (23d-st. 4:145 p. m.)

For Paternon and Way, from 22d-st. Deput, at 6:45, 9:45, and 11:45 p. m., "1:40, 3:45, 9:15, and 6:45 p. m. From Chamberset. Deput, at 8:45 p. m., "1:40, 3:45, 9:15, and 6:45 p. m. From Chamberset. Deput, at 8:45 p. m. p. 12-m. p. 14:5, 4, 5, 5:15, and 6:45 p. m.

For Hadrenson and Hillestole, from 23d-st. Deput, at 8:45 p. m., and 2:46, 3:46, 7:46,

t Per Piermont and Nyack unity.

LONG ISLAND RAILROAD.
WINTER ARRANGEMENT
OR and after MONDAY, OCT. 24, 1370, Trains will be

On and after MONDAL, Over St., 1800, 1800 and after MONDAL, Over St. 1800 a.m. Northport Way Train.

10:00 a.m. Northport Way Train.

10:00 p.m. Sag Harber and Riverhead Express runs through to Greenport on assimilar nights.

10:00 p.m. Morthport Express.

10:00 p.m. Morthport Express.

10:00 p.m. Northport Way Train.

All thems connect at hunder for Hempstead. Samilar trains for Rostyn,

Gline Cover Locast Visiter, Hickswille, Huntington, and Northport have

Hinner's Point at 9:30 s. m. and 6 p. m.

1. D. Baltron, Sort.

NEW-YORK AND NEW-HAVEN RAIL
ROAD SEMMER ARRANGEMENT,
COMMENCING JENE 20, 1970,
Passenger Station in New-York, corner of Twenty-seventh-st. and
Fourth-are. Entrance on Twenty-seventh-st. and
For New-Have Rail St. Lavy R. New-York,
For New-Have Rail St. Lavy R. New-York,
July S. Lavy R. La For Third St. LEAVE NEW-TOKIK,

For New-Haves and Bridge-ord, 7, 8 (28.5), 11:30 a, m., 12:15 (22.),

3 (Ex.), 3:03, 4:30, 5:30 and 3 (Ex.) p. (28.5), 11:30 a, m., 12:15 (22.),

4 (Ex.), 3:03, 4:30, 5:30 p, m., 4:30 a, m., 12:15 (Ex.), 2 (25.1), 2:45, 4:30 (Ex.), 5:30, 5:30 and 6:30 p, m.

For Norwall, 7, 8 (Ex.), 9, 11:30 a, m., 12:15 (Ex.), 2 (25.1), 2:45, 4:30 (Ex.), 5:30 and 6:30 p, m.

For Stansion, 7, 8 (Ex.), 9, 11:30 a, m., 12:15 (Ex.), 2:15, 2 (Ex.),

2:th 4:30 (Ex.), 4:46, 5:30, 6:30, 7:15, 8 (Ex.) a, m.

For Greenwish and internaction analous, 7, 9, 11:30 a, m., 2:15, 3:45, 4:45, 5:45, 6:30, 6:30, 7:15, 8 (Ex.), a, m., 6:45, 7:45, 6:30, 6:35, 7:15, m., 6:45, 7:45, 6:30, 6:35, 7:15, 7. m., 6:45, 7:45, 6:30, 6:35, 7:15, 7. m., 6:45, 7:45, 6:30, 6:35, 7:15, 7. m., 6:45, 7:4

For Greenwich and Intermediate stations, 7, 9, 11:30 a. m.; 2:13, 3:43, 445, 5:30, 6:30, 7:15 p. m.
Sanday Mail Train issues Twenty screenth-et., New York, at 7 p. m. for
Boston, via both Springfield Line and Shore Line.
CONNECTING TRAINS.
For Beston, via Springfield, 2 s. m., 3 and 2 p. m.
For Beston, via Shore Line, 12:15, 2 p. m.
For Hardord and Springfield, 2 a. m., 12:15, 2, 4:30 p. m. to Hartford. For Harmond and openations, as m., 1912. So, the Seamor across Sp. m. For Newport, R. L., 12:15 p. m. (Ex.), connecting with steamor across Nerraganestic Say, artiving at 5:30 p. m.
For Connectical River Railroad, S. m., 12:15 p. m. to Montreal, 3 p. m. to Northampton.
For Harmord, Providence, and Pichkill Railroad, S. a. m.; 12:15 p. m.
For Shore Line Railmay, at 3 a. m. to Norwich and Providence; 12:15, 3; to New-Loudon, S. m.
For New-Haven and Northampton Railroad, S. a. m.; 3 p. m. to Northampton and Williamsburgh.

For New-thicks and Accommodate Rather, points and Williamsberg, by For Household Railroad, B a. m. and 3, p. m., and 4:20 p. m. to Waterbury. For Sangaresk Railroad, B a. m., 3 p. m., and 4:20 p. m. to Waterbury. For Inabury and Norwalk Railroad, T a. m., 12:15 and 4:30 p. m. For New Caneau Railroad, T a. m., 12:15, 4:30, and 5:30 p. m. Commodious Siesping Cars stateded to 8 p. m. train, and also to Sunday Mail Train on either lime. Drawing Moson Car attached to the 8 m. and 3 p. m. trains. s. m. and 3 p. m. trains.

JAMES H. HOTT, superintendent.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILROAD.—Trains leare Thirlith-st. as follows:

B.a. m., Chicago Express, Deaving room care attached.

19 a. m., Special Drawing-room Car Express for Chicago. No accommodation for War pussengers stored in Drawing-room care.

10:40 a. m., Northern and Western Express, Drawing-room care attached.

10: 0 a. m., Northern and Western Express, Drawing-room cars attached.
4 p. m., Monteral Express, Drawing-room cars attached.
6 p. m., First Pacific Express, with Sleeping-cars through to Water-town, Syracuse, and Canaudaigna. (Daily.)
1 p. m., Second Pacific Express, with Sleeping-cars attached, for Receivater and Buffalor, also for Chicago, via both L. B. and M. C. Railrouds; for St. Louis, via Teleder; and Joularville, via Indianapolia. (This train will leave at 6 p. m. on Sundays.)
11 p. m., Night Express, Sleeping-cars attached.
7 a. m., 2 and 5 p. m., Poughterpole trains.
9 a. m., 4:15 and 6:40 p. m., Peckaltili trains.
5:30 and 6:10 p. m., Sung Sing trains.
6:40, 7:30, 9:10, and 10:15 a. m., 12 m., 1:30, 3, 4:25, 5:10, 8:10, and 11:30 p. m., Yeakers trains.

1:20 p. m., Yenkers trains. 9 a. m., Sunday train for Poughkeepsie. C. H. KENDRICK, Gen'l Pessenger Agent. New-York, Dec. 5, 1370.

New-York, Dec. 5, 1370.

New-York, Dec. 5, 1370.

NEW-JERSEY RAILROAD—FROM FOOT of CORTLANDT-ST.—For WEST PRHADERI-HIA, at 8:20 and 8:20 a. m., 12:20, 5, 6:600, 7, 9:600 p. m., 12:20, ht. For Ph.hadephia via Camden, 7a. m., 1 and 4 p. m. For BALTIMORE and WASHINGTON and THE WIST, via Baltimore, 8:30 a. m., 12:20 and 9:200 p. m. For THE SOUTH AND SOUTH-WEST, 5:30 a. m., 12:00 and ron threugh to Linchburg without change. For the WEST, via Pennsylvania Rail-road—9:30 a. m., 7a and 91 p. m. Silver Palace cars are attrached to the 9:200 a. m., 200 and 10 p. m. 12:30 and 10 p. Silver Palace cars are attrached to the 9:30 a. m., and run through from New-York to Pittaburgh, Cindinant, and Chicapa without change. Silver Palace cars are attached to the 8th Louis, and clum through to Fittaburgh, Cindinant, technique to the 9th 10 p. m., and run through to Columbus and Cincianati without change. Tickuts for sale at foot of Cortlandfest, and dopot. Jersey City. (*Dalty ARK AND NEW -YORK RAILROAD.—

Jamary 9, 1071. P. W. JACRSON, General Superintendent.

NEWARK AND NEW-YORK RAILROAD.—

DEPOT IN NEW-YORK, foot of Liberty-st., North River.
On and siter Jamary 30, 1371, passenger frains will run as follows:
LEAVE NEW-YORK FOR BERGERS-AVE AND NEWARK—At
6100, 6100, 7115, 7146, 6113, 8119, 915, 910, 910 153 a.m., 17 m., 1100,
2100, 3100, 3101, 4000, 4130, 5100, 5100, 6100, 6100, 7109, 7107, 7100,
9101, 1013, 12100 p.m.

LEAVE NEW-YORK FOR WEST BERGERS—At 6100, 6130, 7115,
8145, 10145 a.m., 13120, 4130, 5130, 6100, 710, 9100, 10145, 13 p.m.

R. E. RICKER, Superintendent.

H. P. RALDWIN, Gen. Passenger Agent.

SOUTH SIDE RAILROAD of LONG ISLAND. COUTH SIDE RATHROAD OF LONG ISLAND.

FALL AND WINTER APRANGE MENT.
Commercing MUNDAY, October 17, 1870, from Rooseveit and Grandsize, ferrice.

8:45 a. m., Mail for Patchogue, 1870, from Rooseveit and Grand18 m., Accommodation for Babylon.

3:30 p. m., Express for Patchogue, via stage to Belleport and FirePiece.

6:20 p. m., Batylon Accommodation,

6:20 p. m., Merrick Accommodation.

7the 8:30 and 10 s. m., and 3:30 and 5:30 p. m. trains connect at Valley

8tream for Rocksway.

The 8:30 and 10 s. m. and 3:50 and 4:30 p. m. trains connect at Valley

8tream for Hempsteed.

C. W. DOUGLAS, Superintendent.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE. - FIRST CALL d Bonds-Benk and Railroad-Express

SECOND BOARD, 124 M., AND 21 O'CLOCK SECOND BOARD, 127 M., AND 27 O'CLOCK
10,000 U. S. 6s. '01 Reg. ... 114 4,000 U. S. 5-20 Con, '05 u. 24 o'.1001
20,000 U. S. 6s. '01 Con ... 114 500. ... small, 10.1
20,000 U. S. 5-20 Con '02, '11 11,500 U. S. 5-20 Con '05 1001
20,000 U. S. 5-20 Con '02, '24 o'c. 1111 185,000. ... 110
2,000 U. S. 5-20 Con '02, '24 o'c. 110, '11 185,000. ... 110
2,000 U. S. 5-20 Con '02, '11 2,000 U. S. 5-20 Con '03 110
1,000 U. S. 5-20 Reg '05 n. 1004 4,000 U. S. 5-20 '74 Con ... 100
5,000 ... 24 o'cl. 1004 74,000 U. S. 10-40 Con ... 110

SECOND BOARD, 1 P. M.
Sales of State Bonds-Railroat Bonds-Bank and Bailroad-Express
Stocks. 45.

THURSDAY, Feb. 16-P. M. The stock market is insufferably dull, and, actly like another that those who are required to report its daily dullness must either reiterate wifat they printed the day before, or rack their poor brains for new phrases. In which to disguise the real facts concerning the market, just to make it interesting. Money is plentiful, seeking employment at very low rates; and it would seem diffiemployment very cool reason why the stock market should not be extricated from the torpid and stagnant condition into which it has fallen, except the mant condition into which it has falled, except the rather palpable one that intelligent people having money are indisposed to invest in stocks at present prices. To-day business has been barely sufficient to give tone to the market, the changes recorded being but trifling. The market was perhaps a shade better at the close than during the foreneon, but not quite the close than during the forenoon, but not quite so strong as it was yesterday. A fair amount of business was done in Union Pacific at prices between 213 and 213, closing at 213. This stock was somewhat feverish under continued reports from Washington as to prospective legislation concerning the Company's interest liabilities to the Government. Investment securities were dull but firm, and express theres steady. The following table shows the highest and lowest prices paid for leading stocks to-day:

Coleman Benedict's closing quota

Offered, Ashed,

Offered, Offered,

Offered, Offe

The gold market was strong during the merning, on dealings of moderate amount, at 1111 71113, though the was without feature, and the firm due to the recently-created short interest. Treasury award was made, the premium became weak and the price settled back to 1105, as the Cable reported a firmer tone to prices of National securities on the London Change. The carrying rates ranged from 5 per cent to , and after Clearing-House balances lent free of interest The day's business at the Gold Exchange Bank was as follows: Gold cleared, \$43,009,000; gold balances, \$1,592,380; currency balances, \$1,582,808. The following were the quotations:

The day's business at the United States Treasury was

 201d receipts
 # 595,448 55 Currency payments
 # 2,428,200 CT

 301d payments
 134,565 77 Currency behavior
 9,601,605 78

 201d Lalance
 64,120,595 88 Contents
 553,000 00

 201d Lalance
 406,647 62
 503,000 00
 The sale of gold by the Treasury drew out bids aggregating \$0,245,000, at prices ranging from 110.55 to 111.35. The one militon awarded was at 111.15 to 111.35. The following are the details:

| Owing are the details:
| Deff & Tiesken. | 111.26| |
| \$10.090. | S. D. Davis. | 111.25| |
| \$10.090. | S. D. Davis. | 111.25| |
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| \$10.

Foreign exchange is strong at the following current

5.074 275.004 5.061 275.004 414 275.075 414 275.075 414 275.00 411 275 415 701 275 110 724 27 725 Money has been extremely easy throughout the day, and this afternoon round amounts were freely offered at 4 per cent without eliciting borrowers. The rates were

year, the note brokers are not largely supplied. The following are the rates: Commercial first-class indorsed paper, 40 days. 61 35 7
Commercial first class indorsed paper, 40 days. 62 35 7
Commercial first-class indorsed paper, 4 mas. 7 26 72
Commercial first-class, single names, 60 days. 7 26 10
Commercial first-class, single names, 60 days. 7 26 10
Commercial first-class, single names, 4 to 6 months. 7 26 10
Bankers', first-class foreign, 60 days. 64 27
Bankers', first-class domestic 3 to 4 months. 7 26 8
VOCTUMENTAL BONDARY AND ACCESS OF THE COMMERCIAL PROPERTY.

4 and 5. National Bank notes are again in superabundan

supply, and lend flat for 5 days. Discounts are in good

nquiry, but, as little paper is being made at this seas

Government bonds were dull and steady at the First Board, but prices yielded a fraction at the later calls, in sympathy with the lower range of gold. The market, nowever, closed steady on the basis of 1091 @1091 for 1867s Fisk & Hatch report as follows at 4 p. m.:

were well maintained. South Carolinas were about 1 per cent higher; Georgias, 1 to 1 per cent, and Tennessees about 1 per cent. The North Carolinas were exceptionally heavy, though the old issues and special tax were steady. The transactions have been u large, but free of any special excitement. The following

City bank shares, as usual, were dull, and the transa tions were in small amounts. The bids ran as follows:

In railroad bonds a firm feeling was noted. The fol-Arriem Con. 30. 20 Bonds. 52

Micn. Cent. 1st M. 98, '92.117

Disc. B. & Q. 6 p. c. 1 M. 1004

Mich. S. A. M. 1004

Mich. S. A. M. 1005

Mich. S. A. M. 1007

Mich. M. M. 1007

Mich. M. Mich. Con.

Mich. M. Mich. M. 1007

Mich. M. M. Mich. M. 1007

Mich. M. M. Mich. M. 1007

Mich. M. Mich. M. 1007

Mich. M. M. 1007

Mich. M. 1

At a meeting of the directors of Wells, Fargo & Ce.'s Express Company, held in this city to-day, the following with the exception of occasional spasmodic efforts on the part of a bear or bull clique, one day's business is so ex-Goddard, Treasurer, Theo. F. Wood, Secretary.
The Philadelphia stock market was steady to-day.

Penusylvania 6s, third issue, sold at 107; Philadelphia and Eric R. R., 262; Reading R. R., 495; and Pennsylvania R. R., 592. Gold closed at 1113.

A Washington dispatch says: The question involving

the payment of \$1,151,090 by the New-York Central Rail road Company as tax on serip dividends came before the Commissioner of Internal Revenue, with the Solicitor of the Bureau present, this morning, according to prior arrangement. Mr. Elmore opened the argum Company, which he insisted is not liable for the tax, because there are no scrip dividends but, interest certifi it is optional with the Company to pay. Therefore, is was not such an obligation as is subject to taxation. And further, that these certificates merely represent the earnings of the Company which accused prior to the passage of the Internal Revenue law. He presented various papers in support of these and other lucidental points. The case was postponed until next Thursday.

points. The case was postponed until next Thursday, when Horace F. Clark will make the closing argument. The St. Louis and Iron Mountain Railroad Company are now constructing the Arkansas branch, which will extend from Pilot Kuob on the Iron Mountain Road to the Arkansas line, a distance of 294 miles, where it will connect with the Cairo and Futten Endread of Arkansas Forty-five todies of the road will soon be open for budness; a large amount of grading has been done on the lower section, near the Arkansas line, and the compaction of the road will be pushed rapidly; when finished it will open a country rich in mining products, and will traverse; the Elack River imber district. For the completion of this road the Company have issued 23 year 7 per roat gold bonds, interest payable in New York seen atmulity, free of Government tax. These bonds are a first mortigage upon the road, and will be said in moderate amounts only on application to the Vice-President of the road, Mr. H. G. Marquand, at ninety and accrued interest in currency.

The carnings of the St. Louis and Iron Mountain Railroad for the first week in February, 1871, were \$84,699 %; since wock, 1870, \$22,255 33; increase (85 per cuit), \$23,411 64.

The March coupons of the Elizabethtown and Paducals Railroad Company will be paid, at the Eank of America, on and after the date of their majurity.

Ratiroad Company will be paid, at the kank of America on and after the date of their majurity.

BANKING AND FINANCIAL. BURLINGTON, CEDAR RAPIDS AND MINNESOTA PARTWAY -The completion of this Road has given to

its First Mortsmare Seven per Cent Gold Bonds au established character equal to any mortgage issue dealt in at the Stock Exchange. We are prepared to buy and sell these bonds, at any time, at our Bankng-House, at market price-thus placing them on the same basis, for temporary or permanent investment, with Governments or any other security. These bonds are a first and only mortgage of

\$20,000 per mile, based on a railroad that has cost \$40,000, and which commands, without competition, all the traffic of Northern Iowa and Southern Minnesota-shortening the distance from St. Paul to Chicago 45 miles, and to St. Louis more than 99 miles. The net earnings are already largely in excess of interest on the bonds, and no doubt exists that they will more than double within the ensuing year. A contract has been secured with the Chicago,

Burlington and Quincy Railroad Company obligating the latter to invest 50 per cent of gross earnings derived from traffic with the Burlington, Cedar Rapids and Minne ota Road in the bonds of this Company. This arrangement makes a penetical consolidation of the two reads, and establishes a large sinking fund for the Burlington, Cedar Rapids and Minnesota Bonds. The convergibility privilegs in these bonds en-

ables them to be exchanged for stock, at par, at any time. This secures to the holder, at his option, a share in any excess of earnings over the interest obligation. An exchange of Government securities for these

bonds returns 95 per cent interest, instead of 5 per cent, which is all that Governments pay at present price, besides leaving an immediate gain of about 20 per cent in price for reinvestment. The subscription price of the bonds is 90, and

accrued interest in currency. All marketable securities taken in exchange, free of commission and express charges. HENRY CLEWS & Co., 32 Wall-st.

In connection with the house of JAY COOKE, McCULLOCH & Co., No. 41 Lombard-st., London, we purchase and sell

STERLING EXCHANGE, COMMERCIAL CREDITS AND CIRCULAR LETTERS FOR TRAVELERS, available in all parts of the world;

EXECUTE ORDERS IN SECURITIES; make CABLE TRANSFERS OF MONEY,

and transact any business pertaining to an American Banking House in London. We receive deposits of coin and currency, allowing interest, and checks upon us are paid through the JAY COOKE & Co. Clearing-House. One of the Best Investments in the Market.-St.

Louis and South-Eastern First Mortgage Convertible 7 Per Cent Gold Bonds, issued upon finished road running to St. Louis and doing a profitable business. Price 924 and interest. Inquire for particulars of GEO. OPDYKE & Co., No. 25 Nassau-st. M. K. JESUP & Co., No.413 Pine-st., and at the Office of the Company, 51 Liberty-st.

THE MARKETS.

[Carefully Reported for The TARBURN.]

ASHES—The receipts to-day are 43 pkgs.; Pets continue only is ned erate demand, and prices are without special change; we quote at 66 3 of 67 25; Pearls are dail and nominal at 63 500 69 25.

COTTON—The market has been slow and unnettled throughout owing to understudd foreign advices; the eferings are fair and sneed